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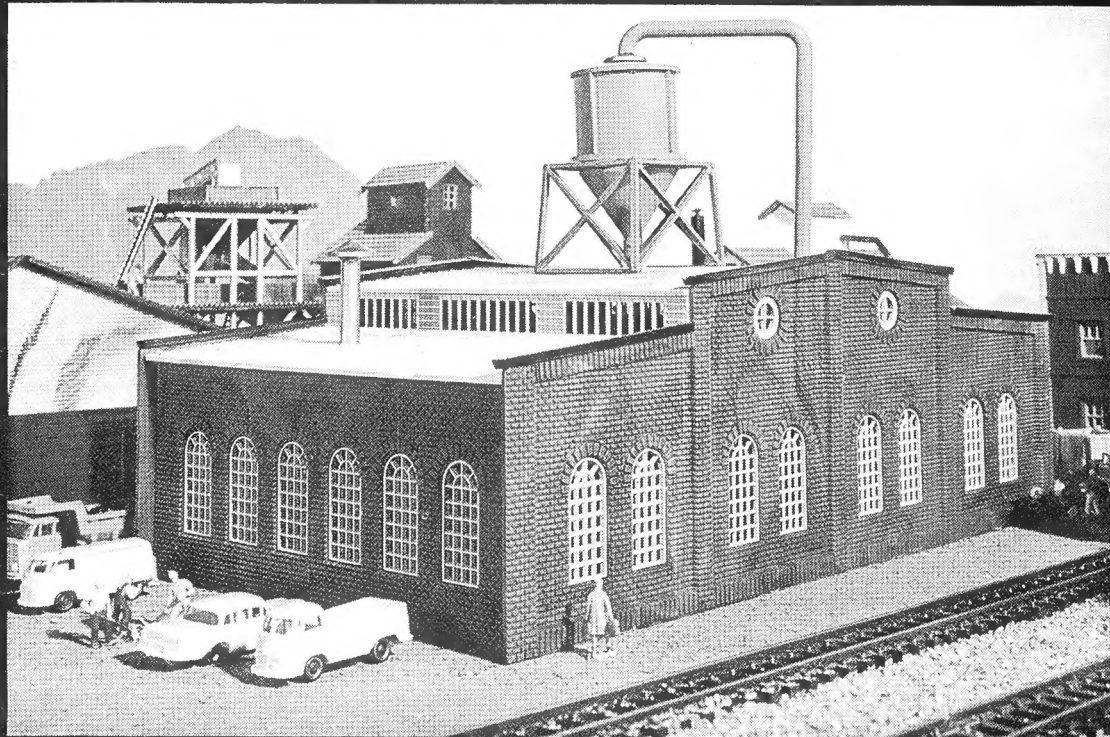
A. M. R. A.

AUSTRALIAN MODEL RAILWAY ASSOCIATION

JOURNAL



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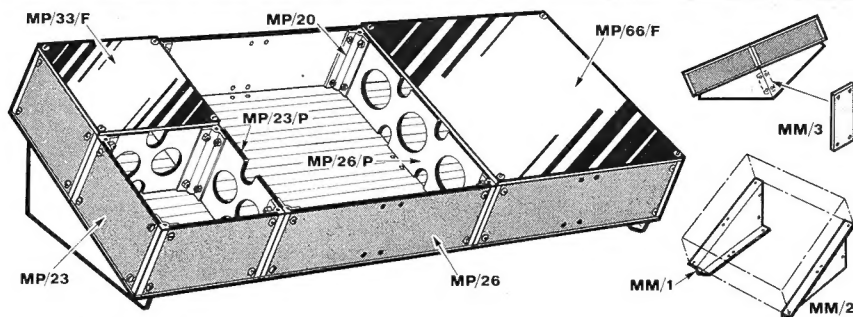
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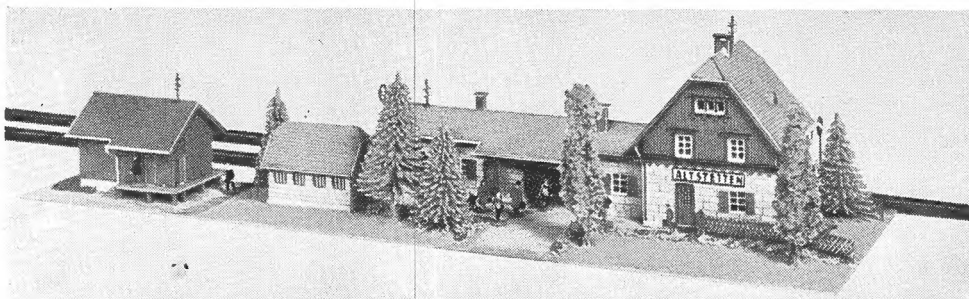


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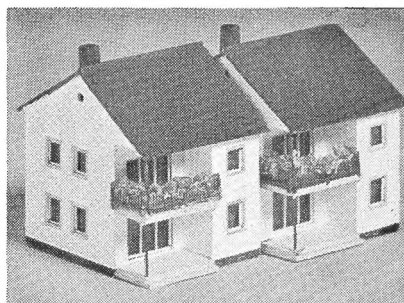
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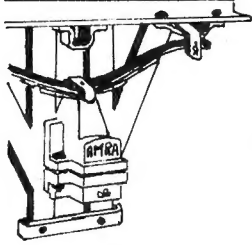
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Editorial

JOURNAL BOX

NOW WE ARE 21.

The first meeting of AMRA was on 18th May 1951, and the report of our 21st birthday celebrations can be read in this Journal.

Our next celebration will be later this year when we produce our 100th Journal. Then the "Old Vic." formed 27th February 1953, will come of age, closely followed by the Queensland Branch. To complete the list of our branches, next came the N.S.W. Branch, the South Gippsland Branch (in recess), the Blue Mountains Branch (now defunct) and on 13th May 1972 the West Australian Branch.

Just what does all this mean to you the member? It might mean that the Association is slowly growing - then it might mean that we are only just holding our own.

Your State Branches and any other branches that might be formed under the constitution, are supposed to be self supporting and will only live and grow whilst you the members support them. Your support is needed as the only financial help the branches receive from the Federal Committee is a small per capita rebate from your fees. The branches cannot charge a membership fee or levy their members and so must rely on the members to support their various money raising ventures to function as you the member would wish.

COVER PHOTO. continued on page 52.

3815 heads the Up Central West Express through Spring Hill on an October afternoon in 1965. Photo by A. Templeman.

VOLUME 21

ISSUE 98

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THE SECRETARY'S DESK



The model competitions were not so well supported this year. Not one scratch built loco entry, too many commercial locos available I think. However quality was not lacking and it was quite a job to pick the winner in a couple of sections. No interstate entries this year, must have been saving them for the Camberwell Cup.

Received a note from Pat Burke, that on the 17th of February an informal meeting of A.M.R.A. members in the Newcastle area was held at his home. Five members attended. Bill Hoyer showed a number of items he is building including a partly built gas-electric car to fit on an Ahearn RDC chassis. Noel James brought along a number of photos of his present HO layout and of an O gauge layout he had many years ago when living at Narromine. Another meeting will be held at Pat's and if response continues to be satisfactory, meetings will be held regularly each month. All members living in that area please note Pat's address is 220 Lambton Road, Lambton 2305.

These kind of gatherings are the back bone of the Association, enabling members to freely discuss their ideas, show their models and layouts to fellow enthusiasts especially so where they live in areas away from the state branches and we do like to hear about the activities of these groups.

One thing A.M.R.A. members seem to be shy of, is sending along photos of their layouts, or the piece of rolling stock that is their pride and joy.

On looking at the photos of the Quebec HO Club in the 96 issue, surely

regardless of what scale one uses there must have been something of interest in them. I think Broughton Boydell hit the nail on the head, that some modellers take it too seriously. A modeller can be serious enough to spend countless hours building a jewel of a locomotive or a beautifully detailed piece of rolling stock, but I'll bet my last dollar, he is prepared to help or show an interest in others not knock them.

How many of us talk A.M.R.A. to our friends or lend them copies of Journal? It is hard to get the message across to some, who are definitely loners and do not wish to get mixed up in clubs, that A.M.R.A. is an association, not a club in the accepted idea, although some states do have their own branches with their own "clubrooms", but what percentage of Victoria's 244, NSW's 227 or Queensland's 31 members can avail themselves of those facilities, which brings us back to Journal as our common meeting point, it is there for all to use.

If the Editor should be overwhelmed with articles, we could arrange for some extra pages to be incorporated. Let us try and see what happens.

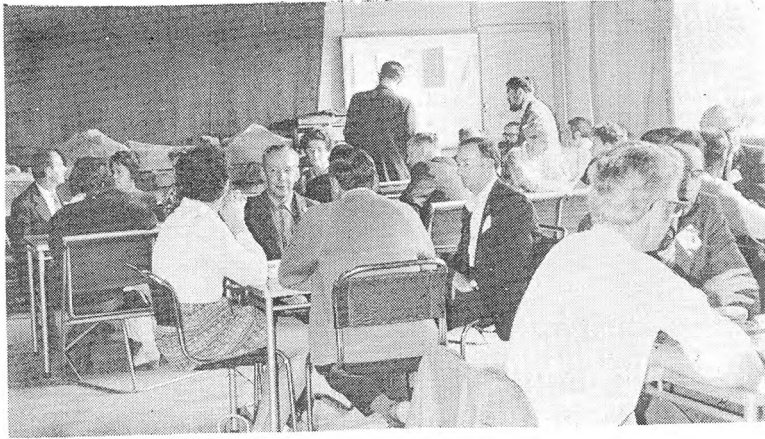
Editorial continued.

So there it is - your co-operation and support through your branches is most definitely required in order that our Association can continue to flourish and grow. I trust it will not be another 17 years before we have the next State Branch - how about it Tassie and South Australia!!!

A.M.R.A.'s 21st Birthday Convention

Photos by R. Little & R. Brownbill.

On Good Friday morning our interstate visitors were driven in convoy to the Victorian Branch Headquarters at Glen Iris where the red carpet was rolled out for them. They were welcomed by the Vic. Branch President, Rex Little and also by Mal Baker (organizer extraordinaire). Over a cup of tea and biscuits the Victorians and visitors got around to meeting one another.



Lunch time.

After lunch, served in the hall by the ladies under direction of Judy Baker, the convention was opened by one of the founders of A.M.R.A., Tim Dunlop. To his surprise when he unveiled a plaque (he thought it only noted the fact of 21 years of AMRA) it showed to all members present the high esteem in which Tim is held by naming the hall - Tim Dunlop House.

Following the official opening, four clinics were conducted in the hall. Whilst Bob Dunn signalled his way through his clinic, Tim Dunlop wired up many an electrical problem.

by Don Harvey.

Two of our Sydney visitors then tried to prove that scenery is easy to do and both Allan Brown and John Dunn showed us all how to make excellent scenery.

Rex Little then proceeded to remake proprietary rolling stock into prototype stock with a little filing, a little cutting and a coat of paint. These four clinics showed to all members present a few of the aspects that make our hobby so great. After a superlative tea prepared by Judy Baker and her helpers, Rex showed us a collection of films that Fyfe Thorpe had selected. During the interval Allan Winslade entertained us with a song he had written about the day's events. With supper a memorable opening day came to an end.

Saturday dawned bright and full of promise. By 9.30 am. all members had

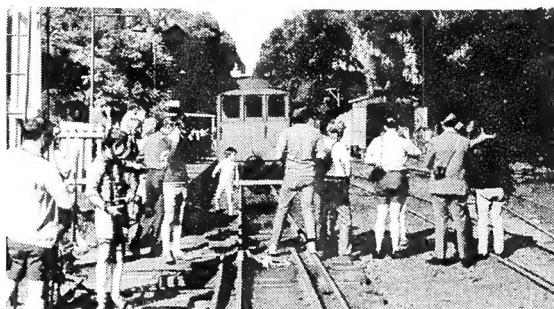


Tim Dunlop unveils the plaque.



Scenery by J. Dunn & A. Brown.

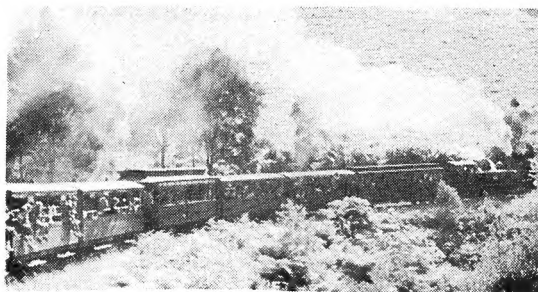
assembled at Belgrave for the trip on Puffing Billy. After a complete inspection of Belgrave station and yards the train left for Menzies Creek and Emerald.



Belgrave

On arrival at Menzies Creek several members decided to look at the museum recently established there, but engine No. 7A tooted and they nearly got left behind. The rest of the journey was as spectacular as the earlier part and we finally arrived at Emerald. The stop at Emerald for 15 minutes proved all too short and with the engine tender first, we Journey back to Belgrave.

A picnic lunch at Ferntree Gully National Park followed and then Mal showed us his organising genius. With four layouts to visit during the afternoon, all cars had to be routed so that no layout was swarmed on. My own par-



Puffing Billy on the way to Emerald.

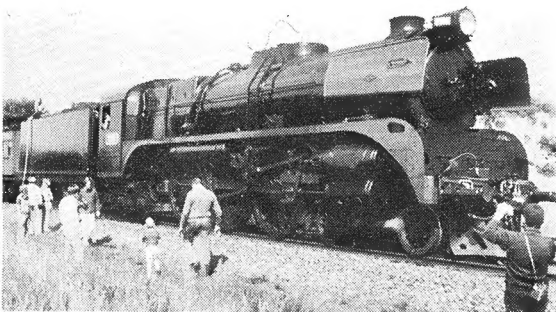
ticular tour first took me to Coburg, to Kevin Bush's layout. His HO layout in a shed, is well planned and has had lots of work done on it. Next to Box Hill and Jack McLean's garage. Jack runs to a timetable using bell codes and seven operators are required. From there to Mt. Waverly and Geoff Sowden's N gauge. A layout which showed all modellers up. Geoff has scratch built 2 working Garrett locos and several other models, all in N gauge. Finally to Stuart Westerman at Cheltenham with his Mousehaven railway. Stuart showed us how a timetable can really work. His charming wife provided afternoon tea for the travelling members.

Saturday evening, following pre-dinner drinks, an enjoyable convention dinner was followed by a night of dancing and excellent entertainment at the Chevron ballroom. The toast to AMRA was proposed by Tim Dunlop and then he and Rup Ackland cut the birthday cake. Ernie Dean and his wife Faith were both presented with Life Members badges and the Federal competition winners present were given their trophies.

Next morning (with a few gentlemen the worse for wear) members' cars arrived at the Chevron to collect the visitors and transport them to Spencer Street Station. Several well known identities showed how "fit" they were by running to catch an electric train to Flinders Street. This extraordin-

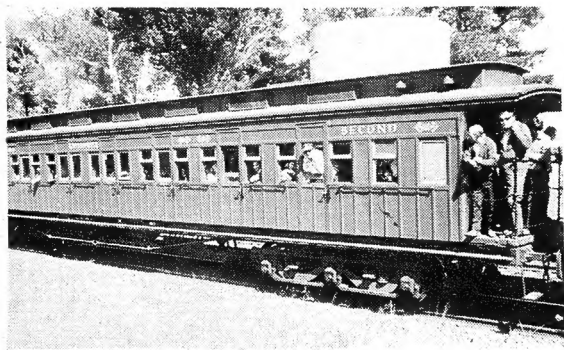
ary feat gave them the pleasure of catching the vintage train to Spencer Street where the rest of our party joined the train headed by R761 - a 21 year old engine.

The trip to Geelong was fantastic. Cars on the Geelong Highway were keeping pace with us as we steamed along. Changing from the main line on to the Ballarat line was without incident and we headed for Lethbridge. The stop at Lethbridge for morning tea enabled the engine and the humans to be filled.



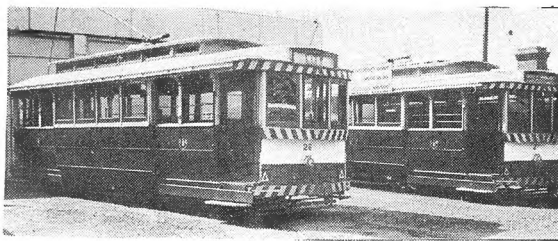
R761 at Lethbridge.

Margaret Dunlop and Synthia Burmeister did not have enough time to repair the damage of steam travel and powder their noses and together with Rex "caboose" Little were the last to board.



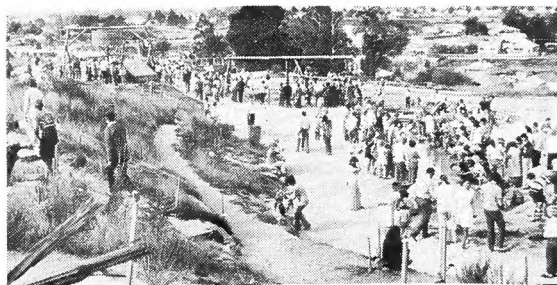
At Lethbridge.

Four buses transported us from the Ballarat Station to the old tram depot on the edge of Lake Wendoree.



Ballarat Trams.

After an inspection of the few remaining trams the party moved on to Sovereign Hill. This museum town is slowly being rebuilt. Lunch eaten, the members spread out and explored the village.

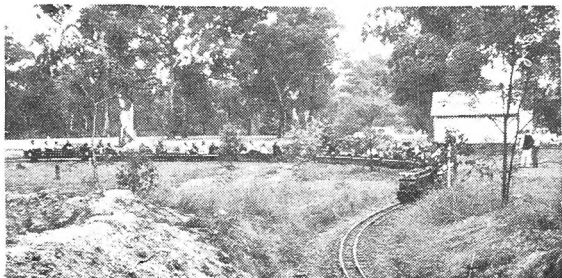


Soverign Hill - Ballarat.

Returning to the train, we departed for the long haul out of Ballarat. After clearing the bank from Ballarat a fast pace was set to Melton where a "Jet" was due to cross because of the single line track. One minute after arriving at Melton the twin "S" class locos thundered past on the head of a long rake or goods vehicles. The rest of the trip was quiet as most members were tiring rapidly. On arrival in Melbourne the exhausted AMRA party disembarked and wearily went home to hot baths (very sooty trains) and warm beds.

Early next morning, after a pick up at the Chevron once again, the Diamond Valley Railway's 7½" track at Eltham was the location for a visit. One of

the highlights was when all the available coaches (12 of them) were hauled by the "S" and "T" class locos. The total length of the train was well over 130 feet.



Double heading on the D.V.R.

Both by rail and on foot, the party made an inspection of the $\frac{1}{2}$ mile main-line, the "A" and "B" signal boxes, the water operated points and signals and the loco sheds. Rex Little then demonstrated his ability to drive the "big big train". The biggest highlight was provided by June Dunn and June Larmour demonstrating their powers of persuasion on the hand trolley.



The two Junes.

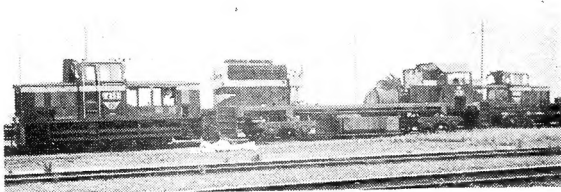
The bar-b-cue lunch cooked so ably by Messrs. Brownbill, Atlee and Harvey was soon disposed of by the hungry members.

Leaving the DVR most interstate members were given a Cooks tour of



Bar-b-Q lunch at the D.V.R.

Melbourne on the way to Spencer Street Station. There, the party boarded the two railway buses and were taken to Melbourne Yards West Tower and Hump Yard where an intensive examination was undertaken. Moving on to the South Dynon loco depot and workshops the "Southern Aurora" coach shed was inspected. This shed can hold a train length of 18 coaches. At the back of the repair shops some of Rex's handiwork was seen (filed, chopped and painted).



A little cutting, a little filing and a coat of paint.

During our tour of the workshops some of our lucky members had a turn on the broad gauge turntable - quite a spinning experience.

Adjourning to the Branch Clubrooms, a farewell chat to the interstate members was followed by light tea. Speeches by Norm Read and John Dunn after tea thanking their hosts and then Rex Little finally wound up the convention. Allan Winslade then gave us his latest verses of song. Back



Allan Winslade.

once again to Spencer Street Station
we farewelled our interstate friends
travelling by the "Southern Aurora and
Overland".

From all members who attended the
convention, heartfelt thanks go to Mal
and Judy Baker for their wonderful job
of organising. To all AMRA members
who helped also thank you. But as
John Dunn said, in his farewell speech,
when the NSW Branch wants an organiser
he will grab Mal and Judy. So once
again Judy and Mal the thanks of every-
one present at the convention and if
the next one is half as successful it
will be tremendous.

AN ODE TO THE MEMBERS OF THE AMRA COM-
POSED ON THE AUSPICIOUS OCCASION OF
THEIR TWENTYFIRST BIRTHDAY CONVENTION.

OR

"YOU LOT"

Words: Allan Winslade.

Music: Anon.

Meter Very Irregular.

Here we are this happy night,
Everyone feeling merry and bright;
At our railway club it is birthday time
So I'll sing you a few little rhymes.

AMRA is sometimes in the news,
And all the general public have fixed
views, (pains,
So we must tell them by taking great
That we are railway modellers and not
just playing trains.

Everybody says rail travel is fun,
You can check on this with Jack and June
Dunn, (they said;
Wearing wrong name bars, this is what
They couldn't sleep because of the
bogie(ey) under the bed.

We thought we had a real invasion
When all those Acklands came to the
station, (kisses,
They gave the booking officer love and
When Karin had her name booked in as
"missus".

Wasn't it nice to hear from Tim
All the "old timers" remember him,
He's kept his electrical knowledge under
cover, (in the other.
With the amps in one wire and the volts

Model railway blokes are really quite
funny, (the money;
They never have time and seldom have
Everyone you meet is sure to aver,
That they "dabble" or they "model" or
they just plain stir!

One committee member that we know quite
well,
Is the Baker man that we call Mal;
Among the members it is quite well
known (home.
He's a lion at the club and a lamb at

On this day we have made a splash
And suffered from a great "earbash".
Everyone ran for a cuppa and a bex,
After that very long session from Rex.

Saturday we looked quite silly,
Riding around in "Puffing Billy";
We looked at some marvellous layouts
then
Disguised ourselves as "Gentlemen".

Sunday you all went away
On a trip that took all day,
Wasn't it a nice surprise
Picking cinders from your eyes!

Everybody looked a star,
Riding on the D.V.R.

But the menfolk found that it was folly
Trying to keep up with the "Juneses" on
the trolley.

So there we were each happy day,
Everyone feeling happy and gay,
But goodness me how the time did fly,
And soon it was time to say goodbye.

Basic Sidings & Goods Train Running

Marshalling and placing - Part 4.

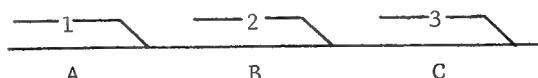
by E.G. Watson.

So far we have only "set" down and picked up trucks. This alone could considerably widen our range of operations. If we want to make a really good job of it, having mastered the art of shunting and become familiar with our controls and "frame" we can proceed to more prototype operation.

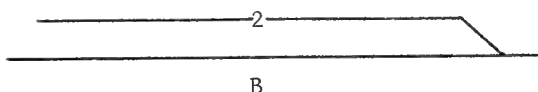
We will have 3 stations A, B, C, ours will be B. We will have 3 sidings, viz. 1, 2 & 3, ours will be 2. We will only consider B station, 2 siding in detail as the principles apply equally to all sidings.

Besides I'll let you into a secret. We are responsible only for B station. So long as we signal the train safely 1-2-3 and shunt it OK, we can't worry about what happens at 1 and 3. As a signalman told me in the first week of my learning to be a signalman, 1 and 3 can take the trains apart and knit sox with them for all I care. This might be an over-simplification, but we are, after all, only responsible for our section.

Our line would look like this:

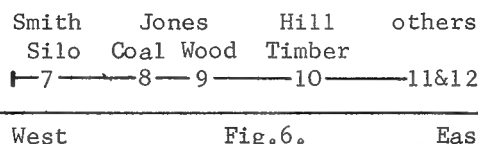


Our siding B2:



Siding 2 is a public siding, Smith, Jones & Hill have space reserved. Smith grain (Silo), Jones coal and wood, and Hill timber. We also have several other customers who occasionally get trucks in and have to reserve some space for them.

Our siding is set out:



I earlier stated, given a siding, 12 trucks and engine and van I could tie some one who thought we were "playing trains" up in knots. This is how:

We will number the trucks for the siding 1,2,3,4,5 & 6 from van. In the siding we have trucks 7,8,9,10, 11&12 west to east. Train - 6 for Smith, 3 & 1 for Jones, 2 for Hill, 4 & 5 for others 7, 9 & 11 loaded out.

Now sort that lot out!!

Leaving our visitors to sort it out, we will look at the situation in actual prototype.

To Figure 6 add a level crossing and road gates close enough to the points leading to the siding so that the gates have to be closed to road

traffic every time the trains move in or out of the siding.

We have a 20 minute passenger service, plus an occasional through goods and country express. To let these through our goods has to be cleared off the down line into B2, if room or into the east end sidings. This gives in actual practice, 12 minutes maximum the goods can be on the down line.

Looking the situation over we can see the difference in time between a straight pick up and set down and placing trucks.

This could be demonstrated by an actual incident using sidings situated the same as in Fig. 6.

Shift 1. Defective truck set down in A off down goods. To be picked up same train shift 2.

Shift 2. Relieving signalman on duty. Truck picked up.

Shift 3. Original signalman in trouble with head office.

Shift 1.

The set down movement took 10 minutes. Control asked how long it would take to clear it - 10 minutes.

Shift 3.

Head office wants to know why it took 58 minutes to clear the truck when signalman said it would take 10 minutes. Serious delays to other goods trains. "You've been there long enough to know a truck couldn't be cleared from B siding in 10 minutes" etc.

Ah! but our truck was in "A" siding, so we are safe. Dill pot, the shunter, decided it was in the wrong place so therefore put it out of the way of the shunt in A siding. The goods didn't shunt in B and it was left there.

Given a relieving signalman who was not over familiar with the yard, a dark wet night, a crew wondering what was going on and much conferring and an up goods to run through on a nine minute section and it is easy to see how a wrongly placed truck cost 48 minutes causing serious delay to following trains. The loop not being available, the engine had to "run around" the truck on the main line.

Shunting into B we have trucks 1,2,3 needing to be placed, 3,2,1. To get these in order would take a minimum of 20 minutes plus time to let any trains run through. So the importance of having trucks correctly placed (marshalled) on the train and in the siding becomes clear.

How do we go about this?

We have 3 stations and 3 sidings for our goods to shunt at A1, B2, C3. We need our train marshalled:

1. Station order.

2. Siding order.

3. Order to be placed in siding.

We would arrange the trucks in the following order on the train: Van C3, B2, A1; B2 trucks in the order Smith, Jones (coal & wood), Hill and others.

The B2 must be in correct order or we are faced with "run around" situations, or several pick up and set down movements.

Numbering our trucks 1 to 12, west to east, we have
Van 1,2,3,4,5,6,7,8,9,10,11,12,engine.

C3		B2
Van 1,2,3,	4,	5&6, 7, 8&9,
		Smith, Jones, Hill, others

A1
10,11,12 engine.
Trucks picked up at A1 are coupled to 9 on east end and so on.

We cannot do much about the trucks already in B2 using the siding as given.

The trucks must be placed in the siding in the correct order. Smith has a silo, Jones a coal hopper and wood dump, Hill needs to get a fork lift and truck in for his timber.

If we place the trucks in the wrong order, before long we will have irate customers after us and the embarrassing experience of explaining to Control why we need an engine to sort the siding out.

So far we have been shunting off the down line and noted a few problems this causes. We will complete our studies by considering these and how to resolve them. This gives an exercise in: Sidings, Shunting, Marshalling, Placing plus a little on Time Table Running.

When shunting off the down line, it is "blocked" to through trains. This means that it has to be moved off the line every time a through train has to pass. If we are just "shunting" on our M/R this poses no problem. In time table running we could timetable the shunt when no other trains are running.

If we want to run other trains we need a new siding arrangement. The numbers of sidings used will depend on space available.

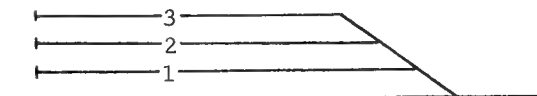


Fig.7.

Down

The sidings as in Fig. 7 would be ideal:

1. is public siding.
2. trucks from A1 and for C3 and van placed in 3.

We can now set down and pick up using 2&1. Leave enough room for all movements between main line and points.

The "shunt" now arrives and sets back to 3, shunts, sorts out loading, tests brakes and is ready to go. Note In actual practice trucks picked up en-route for stations ahead would be sorted into siding order if needed. Information by phone.

We can now get really good with our train running. If we connect the points to a separate circuit control unit we could have two operators, one running through trains and one shunting. With one man operation we can introduce some nice refinements. In practice on prototype we have to give train control a report of how the time of the shunt was occupied. This would read (giving a full list of possibilities):

Arrive 11 a.m.

Depart 12 noon.

On 3 (trucks picked up)

Off 6 (trucks set down)

Shunt 20

Meal 20

Change guard 5

Change crew 10

Cross 5 (allowing another train to precede us)

Total 60 minutes.

We could reduce shunt time to 17 minutes and allow 3 minutes testing brakes.

So our one-man operator could shunt give crew a meal, shunt, change crew, shunt, change guard, complete shunt.

We have a passenger train stopping? If it is a country train and we are smart enough to have an island platform we can put it in the loop siding and have a break for refreshments, doing a bit of shunting in the meanwhile.

The possibilities are unlimited if you master the art of smoothly operating the controls, levers and the basic moves, the rest is up to construction skill and ingenuity.

May all your trains stay on the road.

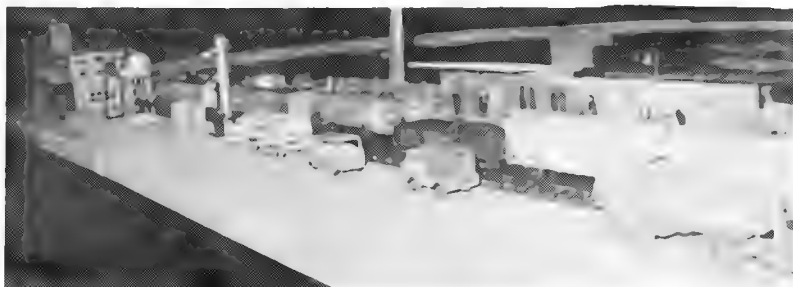
MELBOURNE EXHIBITION 1972

Photos by J. Sneddon.



Jim Scott's
Coffee Table
Railway.

John McNabb's
"O" Gauge.

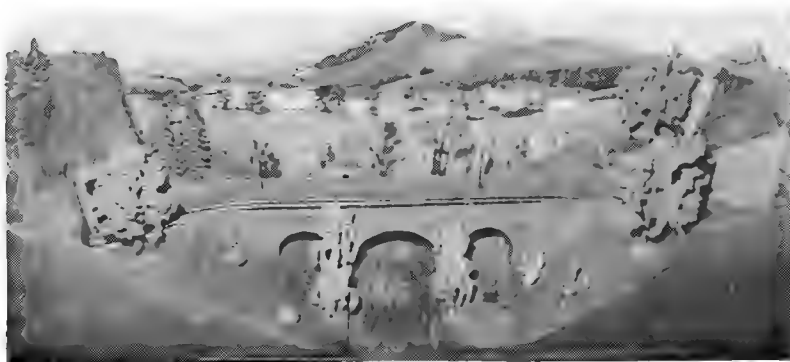
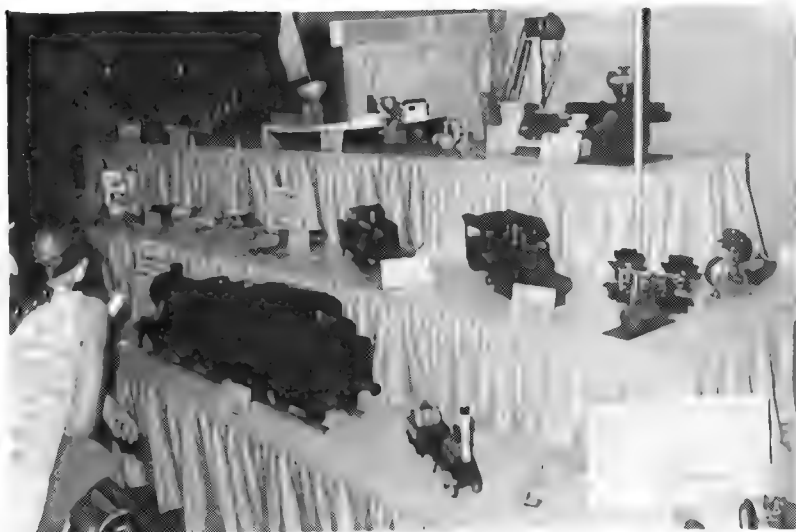


John Sneddon's
Marklin layout.



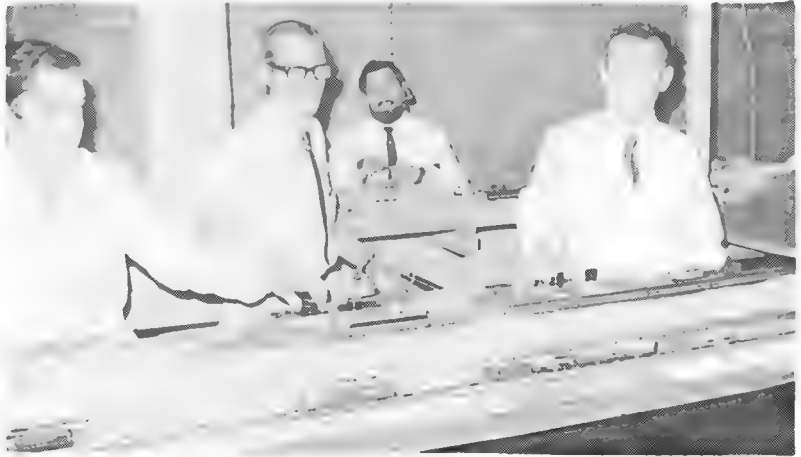
Staff -
ready and
waiting.

Models by the
Melbourne
Society
of
Model and
Experimental
Engineers.



Bridge scene
Showing detail
on Jim Scott's
layout.

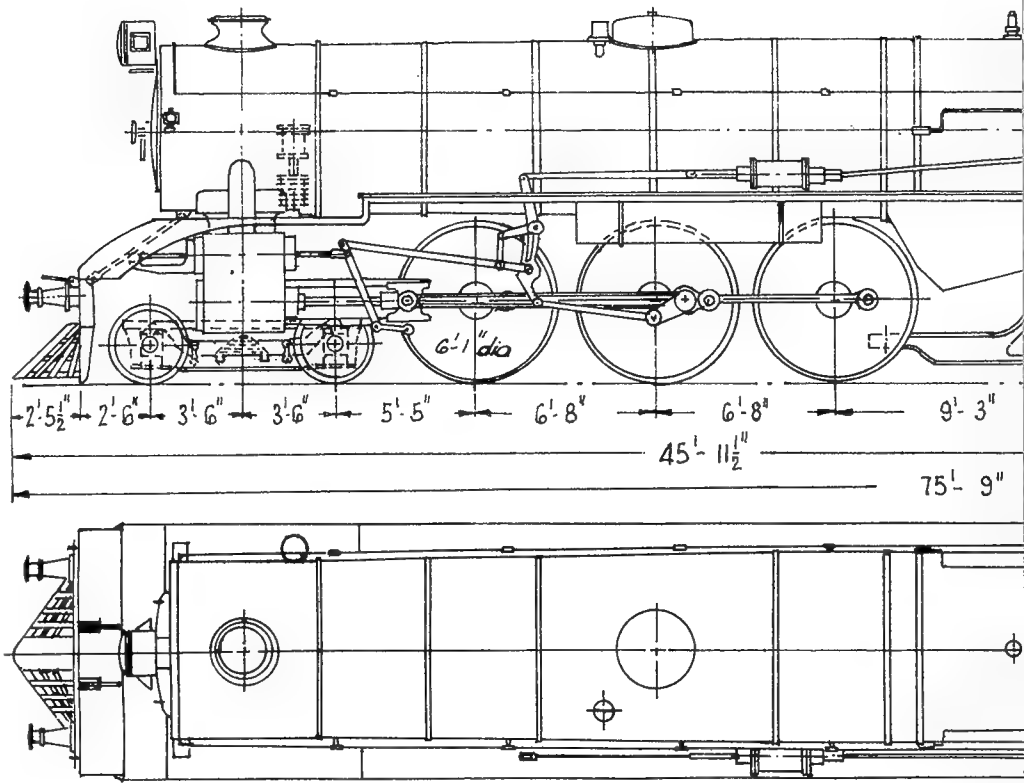
The Branch
"N" gauge
layout.



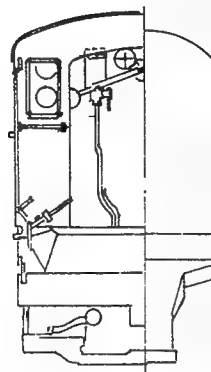
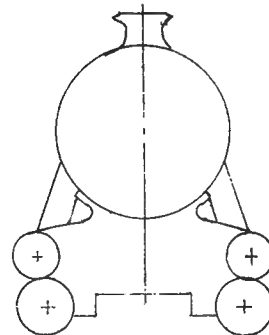
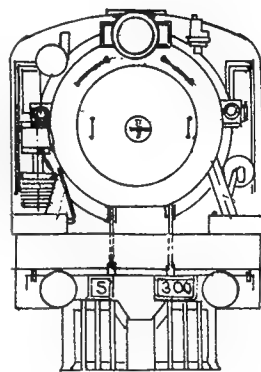
Fascinating.

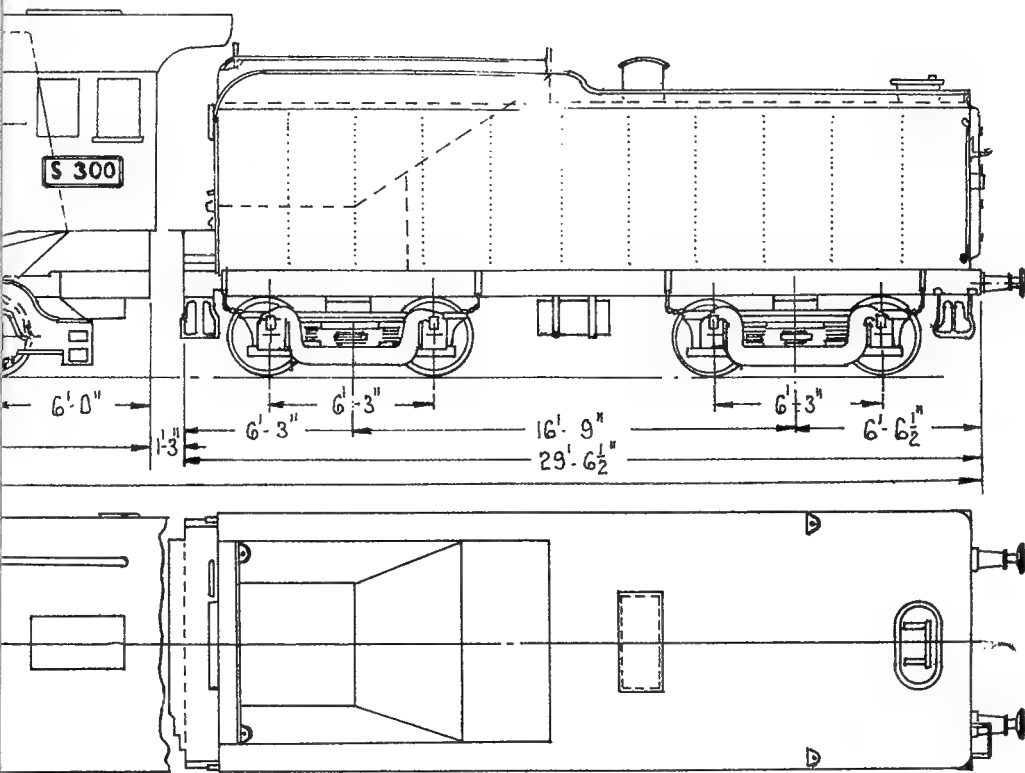
Jim Scott
operating
his narrow
gauge railway.



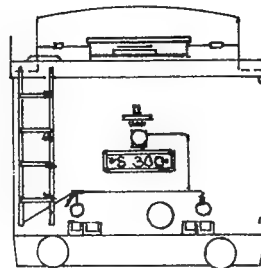
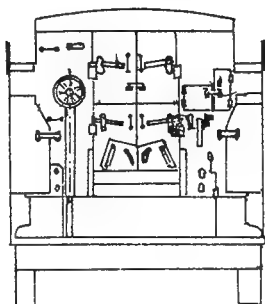


VICTORIAN RAILWAYS "S" C





SS LOCOMOTIVE



PROTOTYPE STATION LAYOUT

SPRING HILL

Photos by A. Templeman.

by A. Templeman.

As a variation to single or double track station layouts, we consider this time a station where the track changes from single to double.

The N.S.W.R. main western line has

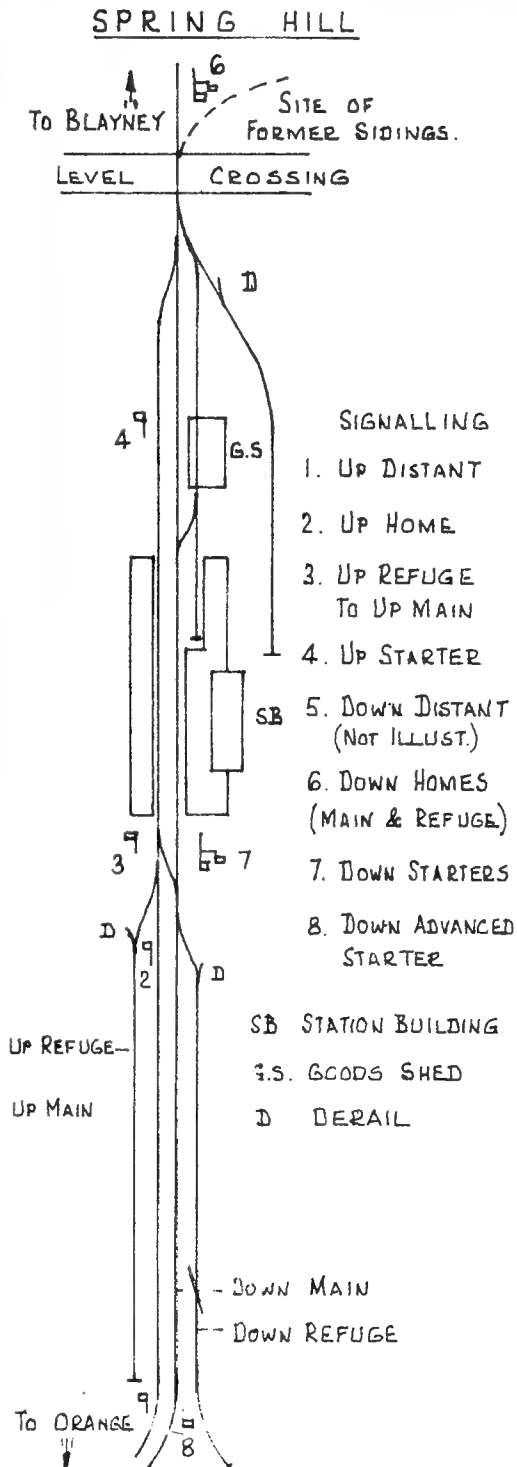
continuous double track to Kelso (147½ rail miles from Sydney) near Bathurst. Beyond Bathurst there are two isolated sections of double track, from Gresham to Murrobo (14 miles) and from Spring Hill to Orange (8 miles).



Spring Hill goods shed.



Spring Hill station building.



The layout at Spring Hill is slightly unusual, in that Up and Down refuge sidings are at the same (northern) end of the yard (the railway is running from south-east to north-west at Spring Hill) and trains enter the Down refuge "head first" and have to back out. This is because the Down refuge was originally the start of a branch line to the Cadia iron ore mine, operated by Messrs. G. & C. Hoskins from 1919 to 1928, and from 1941 to 1945. When the branch was finally closed in 1945 and the track lifted, the first section of track was retained to form a Down refuge. Having both refuges at one end of the yard, while unusual in the prototype, is handy in a model as it makes the layout much more compact. The more common arrangement of a refuge siding at either end of a station (both trailing from the main lines) takes up a lot of space in a model.

There is a small goods yard on the down side at the southern end of the station, with a loop siding serving a run through goods shed and a dead end siding. The station building, situated on the down platform, is a very attractive brick structure with GWR 1885 emblazoned above the entrance. This building would make a very nice model. A simple timber shelter shed is the only building on the Up platform. The lever frame and block instruments are situated in a room at the northern end of the main station building.

Some sidings formerly existed on the down side of the main line beyond the level crossing. These were originally laid in to serve a sheat storage area during years of mouse plague early in the century, when wheat was stored in cooler areas. During the Second World War these sidings were resurrected to serve a munitions storage dump.

Signalling is by lower quadrant mechanically operated semaphores. In the Up direction there are Up Distant,

Up Home and Up Starting signals on the main line plus a starter for the Up refuge. Going Down there are Down Distant, Down Home, Down Starting and Down Advanced Starting signals. Bracket signals for Down Main to Down Refuge movements are situated on the Down Home and Down Starter posts.

The main passenger trains that pass through Spring Hill are the Central West Express, the Forbes and Through West (Dubbo) Mails and since 1970 of course the Indian-Pacific. Goods

traffic is heavy with interstate freights to South Australia and Western Australia, general goods, stock and bulk wheat trains (not forgetting the concentrate train from Broken Hill).

In the latter days of steam 38, 36, 60 and "standard goods" locos worked through Spring Hill. Since dieselisation 45 and 421 classes have been used but the 44 class is now the most common main line unit. The 48 and 49 class branchliners may also be seen on trains in this area.

Bind your magazines

The hobby of railway modelling actually covers a huge variety of interests, but one thing that we all have in common is our magazines. We would all like to have these bound into appropriate volumes, but few of us can afford this.

You can do this binding yourself for a very small cost with excellent results if you follow these instructions, which are based on professional bookbinders methods. Like all jobs it's only a matter of knowing the right method and having a bit of practice.

The broad principle is as follows:- Several tapes are placed across the hinges of the book, then a strong thin thread is passed along the hinges of each "section", the thread coming to the outside of the hinge to pass over the tapes. The tapes are shown in Fig. 1 and the route of the thread in Fig. 2. The sections of the book must be prepared by removing all of the wire staples by means of a pair of pliers or a staple remover (available from stationers).

Put the sections together in correct order with the index, level up the top and bottom edges then the backs, pro-

by REG WEBBER.

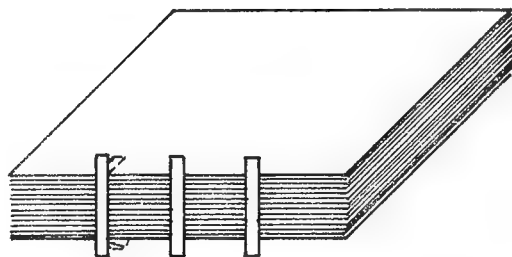


FIG. 1 HOW TAPES ARE PLACED.



FIG. 2. METHOD OF STITCHING.

vision having been previously made for placing the whole under the heaviest pressure at hand (a heavy book). Next mark the back for sewing, preferably using a try square and pencil. (See Fig. 3.) At the top or "head", mark a line across the book about $\frac{1}{2}$ " from the end. This is for the top "kettle" stitch. Mark another line at $\frac{1}{2}$ " from the bottom or "tail" end for a corresponding stitch. The places for the

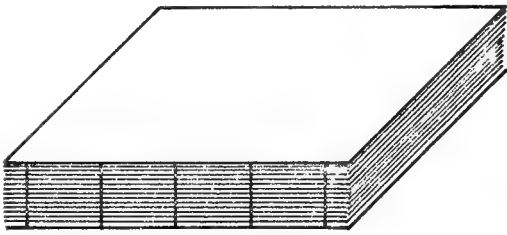


FIG. 3. BACKS MARKED OUT.

three tapes will lie at the three marks between these kettle stitch marks. These five marks should be equally spaced as in Fig. 3. The positions for the tapes are one over the centre line and the two others on the kettle stitch side of their respective lines. The weight may now be removed.

Linen tape $\frac{5}{8}$ " wide should be cut into pieces sufficiently long to lie over the backs of the pile and extend a full 1" on each side as in Fig. 1. These tapes should be previously stiffened for use by working thinned down Aquadhere into them, and are bent as shown by the dotted lines in Fig. 1.

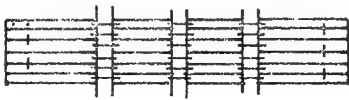


FIG. 4. PROGRESS OF STITCHING

The sections should be sown as in Fig. 2 and Fig. 4 with bookbinders thread, but strong thin twine will do. Thread an ordinary sewing needle, open the first section and pierce it through from the outside at the head kettle stitch line. Then bring out the thread beside the first tape, across the tape and enter the section again and so on coming out finally at the bottom kettle stitch. Continue by entering the next book section and so on through all the sections, keeping the entry and exit points strictly, in line. In stitching, a length of slack is allowed at the start for tying purposes. Pull the thread tight

throughout and keep all sections pressed together as much as possible. A piece of sticky tape to hold the slack thread to the bottom of the first section, will help when pulling the thread tight; also the heavy book placed on each opened section will help in keeping all level.

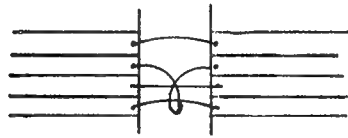
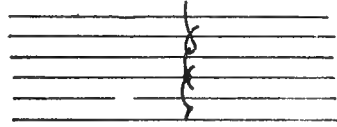


FIG. 5. STIFFENING THE STITCHES

The kettle stitches can be further tightened by passing the threaded needle between the previous kettle stitch loops as shown in Fig. 5. The three tape loops can be tightened similarly, but the back must not be made unduly bulky by the stitching. It is advisable to tap the stitches into the tapes with a flat headed hammer during and at the completion of the sewing. Strips of "mull" or a 2" bandage are then cut to fit between the tapes and to lap over the top and bottom about 1" (see Fig. 6)

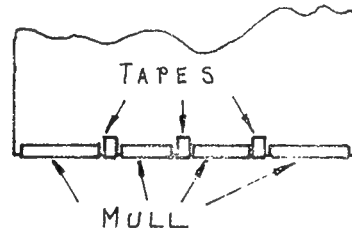


FIG. 6.

The completed book of sections after tying off the thread can now be squared up and the heavy book placed on top. The mull is then glued to the back of the book and let dry.

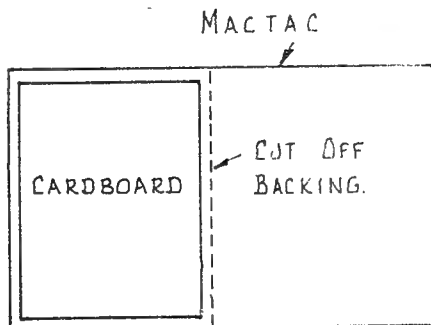


FIG. 7.

The next stage is to make the inner covers or end papers. Two pieces of heavy quality paper, each slightly larger than a double book are folded to make two extra pages at front and back. They will be put in at a later stage. Now we come to making the covers. You need two pieces of stiff cardboard $\frac{1}{8}$ larger all round than your book. Select your cover material, I use a black vinyl Mactack as the contact back is a big help in making covers. Cut it to allow $\frac{1}{2}$ " turn in on the cardboard all round, plus the thickness of the book and covers. Lay the cardboard front cover on the back of the Mactack and mark the centre as in Fig. 7. Pull the backing off to the centre line and cut it off. Lay the cardboard on the contact surface pressing well down. Now pull the rest of the backing off and lay the back piece of cardboard on, pressing it well down and then turn in

the edges of the Mactack on to the cardboard.

The cover is now complete but for the strip in the centre. For this we cut a strip of $\frac{1}{8}$ foam rubber to size and press this down. It helps to hide any bulky stitching that we might have let creep into our first effort. Take the book and put it into the cover for a dry run. If all is OK we now take a piece of greased paper, (the ones off the Mactack will do). This is to prevent the glue from sticking to the book. As we now glue the tapes and the mull onto the front cover. Put the greased paper in and repeat on the back cover, place the heavy book on top and let the glue set.

Now remove the heavy book, open your book and put a run of glue all round the inside of the cover and insert the end papers. This is then repeated on the back cover and placed under the heavy book again.

This method of book binding might appear hard at first reading and I must say that the reading to get the hang of it took me longer than the binding.

Now I have two books bound (The Journal and VR News Letter) the second book took three hours from start to bookshelf. So give it a go - it's not as hard as it appears.

IN MEMORIAM.

JOHN MILTON SNEDDON.

Passed away of a heart attack Saturday 6th May 1972.

John was a member of AMRA for 5 years. He was an active committee member of the Victorian Branch, served 2 terms as Hon. Secretary and was, at the time of his death, the management committee representative with the property sub-committee.

John will be remembered for his many layouts - N gauge, HON2½, HO, Maerklin and O gauge. His main interest in the hobby was building layouts and they were to be seen at many of the Vic. Branch Exhibitions. Three of his layouts were being exhibited on 6th May at St. Anne's Catholic School Fete.

Our deepest sympathy is extended to his wife Dorothy.



FOR READER'S LETTERS

The Editor,
AMRA Journal.

Dear Sir,

Like Bob Payk (Journal 97) my conscience has also bothered me a bit over the years because I have not been able to take a more active part in club activities.

It doesn't worry me now as I feel that the articles I have written are some return for all the help and enjoyment I have received from the Journal.

Bob Gallagher's article on soldering gave me a jolt for it reminded me I have an idea never mentioned in any of my articles.

If any other members' conscience is bothering them perhaps they could ease it by looking their layout over and finding an idea to write a paragraph on for the Journal.

As for June Lamour GRrrrr!! Writing up notes for a future article on my new base-board, I thought up an idea to enter in a competition. Purred like a kitten until I saw her biscuit tin layout. My idea was so close to this that if I entered it in a competition I could be accused of pinching her ideas. I am a great idea pincher, but not like that, so I've had to dream up a new one. One up to you June.

Soldering hint for small jobs.

A 11 volt electrical soldering iron with wiring adapted to fit on circuit control unit, (NOT TRANSFORMER) is quite a useful tool for small quick

jobs. The effect being that the unit controls the heat in the same way as it controls train speed.

ERIC G. WATSON.

Dear Sir,

My thanks to Allan Dowel (Pop Valve Jan./Feb. 1972) for pointing out my omission of any mention of split potential power packs in my article on return loops. I have never used split potential myself and consequently it slipped my mind when writing the article.

Also worthy of mention is the fact that two or more Hammant and Morgan controllers fitted with Isotran can be used from a single power pack with common return wiring. Isotran comprises a special low voltage isolating transformer of 1 : 1 ratio. When fed with an input of 14-18 volts A.C., this Isotran transformer gives an output of the same voltage but completely isolated electrically from the input. Thus several rectifier controllers fitted with Isotran can be used from one source of A.C. supply, and the outputs from these rectifier controllers may be used on a common return system without any short circuiting, due to the isolation provided.

Thus if it is intended to use common return wiring (and I strongly recommend that common return be used) then either a separate power supply must be used for each controller or if a single power supply is desired either a split potential power pack or rectifier controllers fitted with Isotran must be used. I think I have covered all the possibilities now.

On my own layout I have four controllers, three being separate power packs (variable transformer units) and the fourth a rectifier controller with Isotran.

ALAN TEMPLEMAN.

Dear Sir,

In answer to "Bobby" G. The criticisms voiced were not mine entirely, I only expressed what I have heard, by both modellers and commercial patrons.

As to raising funds, at the 1970 Exhibition The Puffing Billy Society were an object lesson. No idealism there! On the catering side, why expect the women and wives to carry the burden, surely the attendance would be attractive to any catering firm.

A visit by Rex Little to my domicile at dear ole "Modesty Cottage", enlightened me somewhat, but I still feel the Journal should be on public sale. I can assure you, Mr. Gallagher, there are thousands of modellers who don't know AMRA exists. At 30 cents it would be the cheapest Model Railway Magazine in Australia. Even now most imported Railway Magazines are creeping up to the dollar mark so much so that newsagents and booksellers have them on their shelves for months now.

I regret that distance does not allow me to become a committee member or even visit the N.S.W. Branch clubroom, so I do my bit in other directions.

Travelling widely in N.S.W. I carry a swag of Model Railway literature and I personally ferret out the modellers in any town or village I visit. If there is a club handy I soon become an honorary member. Modellers are found in almost any town, village, whistle stop or name-place. As far as my ability allows, I give advice, repair layouts and get obstinate locos moving again. (Gratis).

After a long battle with the local Council (a decade of it really) permission has now been granted to establish a Model Railway Museum at my home address and it should be in operation sometime this year. Admission will be free and the benefits of AMRA will be advertised.

On the commercial side, I am producing the first, sectionalised 00 garden railway system, which any novice can lay down and operate in a matter of hours or less. It will be weather proof, animal proof, removable and unbreakable. The advantages are: limitless lengths and widths and the track does not even have to be pinned or glued down.

PETER ROGERS.

Branch Reports

WESTERN AUSTRALIA.

On Monday 1st May, 1972, 32 members 4 guests and 2 visitors, attended a meeting to inaugurate the Western Australian Branch.

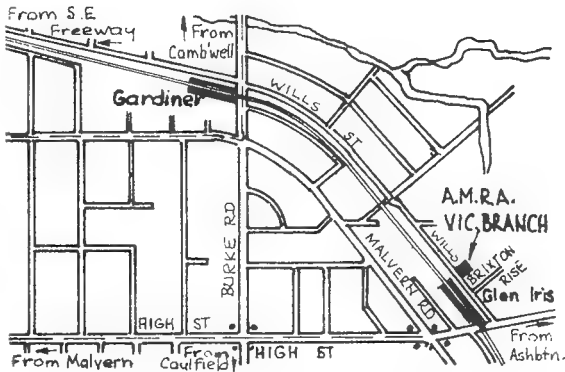
We have 43 financial members on the books, but until after our next committee meeting we have no permanent meeting place or program.

The first President is Graham Watson and the Secretary is Graham McKay.

Our thanks go to Mal Baker (Vic. Branch) for his guidance and acting as returning officer for our inaugural meeting and elections and to Geoff Pearson for pushing to get us on the road.

GRAHAM MCKAY.

VICTORIA.



Well the elections are over for another year. Not many changes, same mob as last year, just some of the places are changed. Our not so tame exile from cornstalk country, Howard Armstrong, is our new "El Presidente" while Bill Morehouse, Journal draughtsman and manager of Willsland, is now the President of Vice. The bearded wonder and dreadnought manipulator, Rex Little, has retired to the position of Past President..Lord knows what will appear in Models for Display now that he has some extra time on his hands. Stu Westerman still holds down the job of Treasurer, while Yours Truly will be writing these notes for another year as the members were foolish enough to vote me back as Secretary. Committeemen are John Sneddon and Mal Baker. As I have said not many changes, it's still the best committee any branch of the association ever had.

Easter was The Weekend of the Yearmany congratulations to Mal Baker for organising what could be the best model railway convention ever held in Australia. The representatives of the mob north of the Murray were sent home tired, but happy.

Even if the convention is over and we still have the same old mob in charge there is no reason why the interest in the branch should fall off. Workers are still required for the

working bees and Fyfe Thorpe made that very plain last meeting night. Now how about everybody getting behind the property committee and making every effort to get the work done. Personally, I don't think the majority of the branch members will do anything except complain. Many of the branch members have complained they are not kept informed of what is going on in the branch.....they don't know about the social activities, they don't know about the agenda, they don't know about what the monthly model competition iseven when all this is printed in Journal, even after it is shown on the notice board, even after it is announced during the business part of the branch meetings, except they complain the business parts takes some time.....yet after all this they want special notices printed, which as the active branch members realise would be a waste of the committee's time and branch funds because we would still get complaints that "we don't know what is happening". How about reading the forthcoming events in Journal, keeping yourself informed by reading the notice board and helping us cut down on the business part of the branch meetings by not having to tell you what is to happen.

THE SUCCESS OF THE BRANCH DEPENDS UPON WHAT EACH INDIVIDUAL DOES TO MAKE THE BRANCH A SUCCESS. THE BRANCH IS LIKE A BANK, YOU GET OUT WHAT YOU PUT IN. DON'T ASK WHAT THE BRANCH SHOULD DO FOR YOU, BUT RATHER WHAT YOU SHOULD DO FOR THE BRANCH.

Meetings for the next few months:

June.

Thur. 8th Auction night. Competition - rolling stock, scratch built or modified kit. Notification of children for Christmas Party.

Fri. 23rd Crazy Whist night.

July.

Thurs. 13th "Layout design pitfalls" - A. Dowel. Competition photograph or slide - V.R.

Exhibition, 10 years standard gauge.

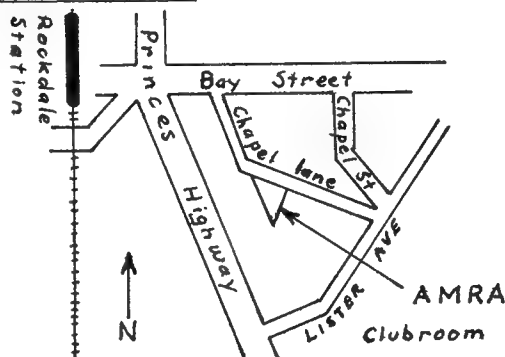
August

Thur. 10th Scenery - Don Harvey. Running night. Competition - Aust. box van or ventilated van. Scratch built or modified.

ERN RATTATZ.

Ed. Since the writing of these notes the branch has been saddened by the death of John Sneddon.

NEW SOUTH WALES.



Branch members have been treated to two good film nights lately. Firstly, Graham Ahearn displayed his slides of Steam in South Africa, followed a few weeks later by Assorted Railway Movies by Jack Parker. Both nights were well attended and the President, on behalf of the members, thanked both Graham and Jack for their time and effort.

The new style working bee has produced results with the final coat of paint being applied to the toilets and washroom, while John Skilton produced sufficient material to complete a concrete pad outside the main door. The clubhouse is now easily identified by the large red A.M.R.A. letters attached to the door.

Layout operation meetings have been well attended, and it is good to see the younger members and proprietary modellers running their fine and coarse scale trains across the Hawkesbury

River Bridge and up the long winding grade of Knapsack Bridge. Yes, it is true, contrary to the letters of woe published in Pop Valve by members who rarely attend the branch meetings, the layout will accept most two rail trains. So at the next possible running day bring your favourite train along and show all interested your pride and joy.

The N gauge group have nearly finalized their small layout while preparations are under way for an exhibition/club layout. Any interested member is advised to contact Hilton Shepherd or Bob Gallagher for further information on the group.

Please remember the working bees held on the 4th Saturday of the month. Check with Norm Read (642-3828) first to ensure that correct tools and attire are conveyed to the clubhouse. Remember, slackers, layabouts and lazy no-goods are not welcome on working bee days, and layout operation is strictly taboo.

Members wishing to attend the club dinner on Monday 26th June, hopefully at Bankstown Sporting Club, are advised to contact Laurie Lumsden. Last year was a beauty with each and every member enjoying himself. This is the night you can show the wife or your favourite bird a good night out with your AMRA mates, or if you are single with no (female) prospects come along - the food is great.

The Exhibition is on again this year in September/October long weekend. As it is our 10th Exhibition the committee asks for new ideas now - not after the Exhibition. Remember the date is Saturday 30th September, to Monday 2nd October.

Meetings for the next few months:

June

Sat. 23rd Problem Panel. Bring your problems along and give the

- panelists a few grey hairs.
 Thur. 8th Modelling Clinic. F 351
 loco construction.
 Sat. 10th N gauge meeting. Layout
 construction and operation.
 Sat. 17th Loco Performance Test.
 Bring along your strongest
 steam and deisel locomotive.
 Both fine, coarse and other
 scale. Sorry only H0/00 at
 present.
 Fri. 23rd Slide Evening. Mr. Noel
 Thorpe presents his slides
 of Sydney Steam Trams. Do
 not miss this meeting, it
 promises to be a beauty.
 Mon. 26th Club Dinner. Contact Laurie
 Lumsden.

July

- Sat. 1st Auction. "Bring your money
 with you" and your unwanted
 goods.
 Sat. 8th N gauge meeting. Layout
 construction and operation.
 Fri. 14th Modelling Clinic. F 351
 loco construction.
 Sat. 15th Layout operation. Fine and
 coarse scale H0/00 and N
 gauge layouts operating.
 Fri. 28th Slide and Photo Competition.
 Enter your slides and/or
 photos in the following
 competition categories:
 Best group, best loco, best
 deisel, best single slide
 and/or photo.

August.

- Sat. 5th Open Day. Bring your friends
 along to see the clubrooms.
 Fri. 11th Modelling Clinic. Loco
 construction.
 Sat. 12th N gauge meeting. Layout
 construction and operation.

Note: The June Modelling clinic will
 be held on Thursday 8th June from 7.30
 to 10.30 p.m.

It has been noted that the clubrooms
 are not quite full at most meetings so
 we still need a few new members.

BOB GALLAGHER

News From Other Clubs

YAGOONA MODEL RAILWAY CLUB.

In response to requests in A.M.R.A.
 Journal for articles for Journal, we
 submit the enclosed article.

We hope the article is not too
 lengthy, however, for it is extremely
 difficult to condense five years of club
 operation down to a few words. It was
 originally intended to submit small
 articles to "From the Clubs" column in
 serial form to give the history and aims
 of our club, however after reading the
 article on the "Warrimoo Club" in the
 July/August, 1971, issue of Journal,
 we decided it would be far more explicit
 and advantageous to write a single
 large article on the club.

This, more particularly so, as for
 the first time in five years of holding
 exhibitions to help others, the club
 has decided this year to hold an
 exhibition to benefit the club itself,
 to enable the club to carry on helping
 others.

We present to the modellers and
 readers of Journal, the history and
 the aims of our small club, the manner
 in which the club approaches the public
 to further the image of model railways
 in a comprehensive and realistic
 manner, and in so doing assist local
 charities in our own way.

In the printing of this article we
 are hoping that it will assist us in
 gaining the support and patronage at
 our own exhibition on 1st, 2nd and 3rd
 September of the large group of readers
 and modellers and their families that
 Journal reaches out to.

LES HARDAKER.

Editor: The article itself will be
 printed in the next issue of Journal.

FOR SALE

The Yagoona Model Railway Club is currently running a guessing competition for a brass locomotive valued at approximately \$70.

Tickets are 25¢ each or 5 for \$1.

Tickets are obtainable from:-

Mr. L. Hardacre,
12 Georgina Street,
BASS HILL. NSW. 2197.

Please send stamped addressed envelope with each postal request for tickets.

A Tenshodo "Blue Goose" - \$90 or reasonable offer.

Rev. A.R. Ebbs, 35 Billyard Ave,
WAHROONGA. NSW. 2076.

A VR "L" class loco - \$20.

Mr. L.V. Solomon, 22 Ronley Street,
BLACKBURN. 3130. Phone 878-4331.

WANTED

AMRA Journals - No.58 Sept. '65,
No.63 July/Aug'66, No.64 Sept/Oct'66.

Up to \$1 in good condition.

L.V. Solomon, 22 Ronley Street,
BLACKBURN. 3130. Phone 878-4331.

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READ THESE COLD WINTER NIGHTS?

The story of Bendigo or Ballarat trams - 10 cents.

Special issue of "Ballarat Courier" last tram -
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Australian Tram - \$1.

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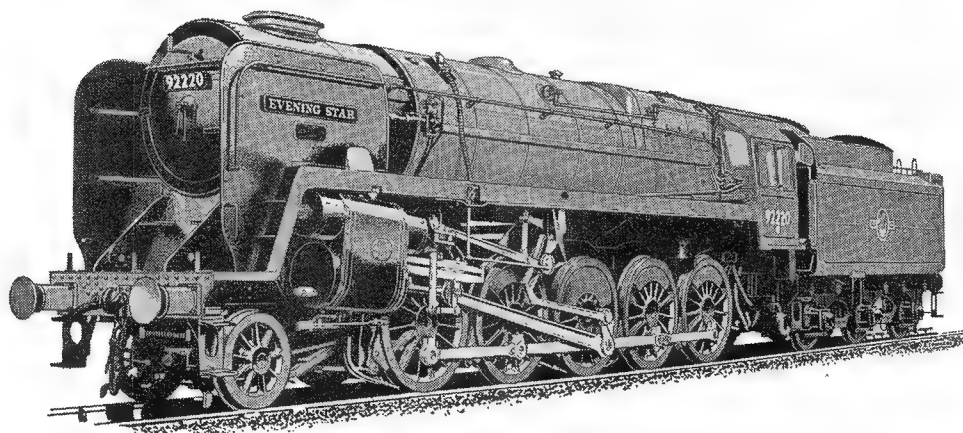


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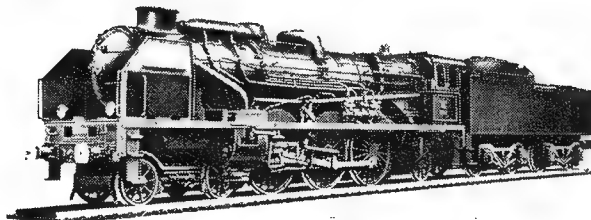
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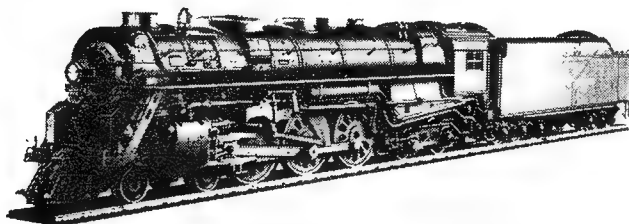
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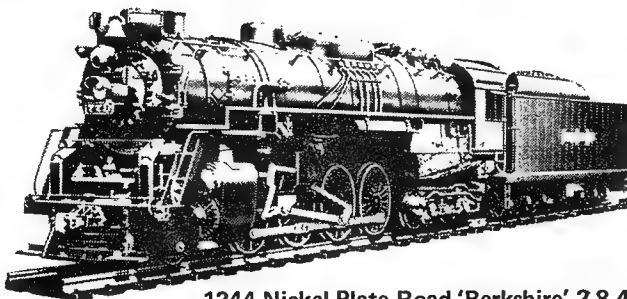
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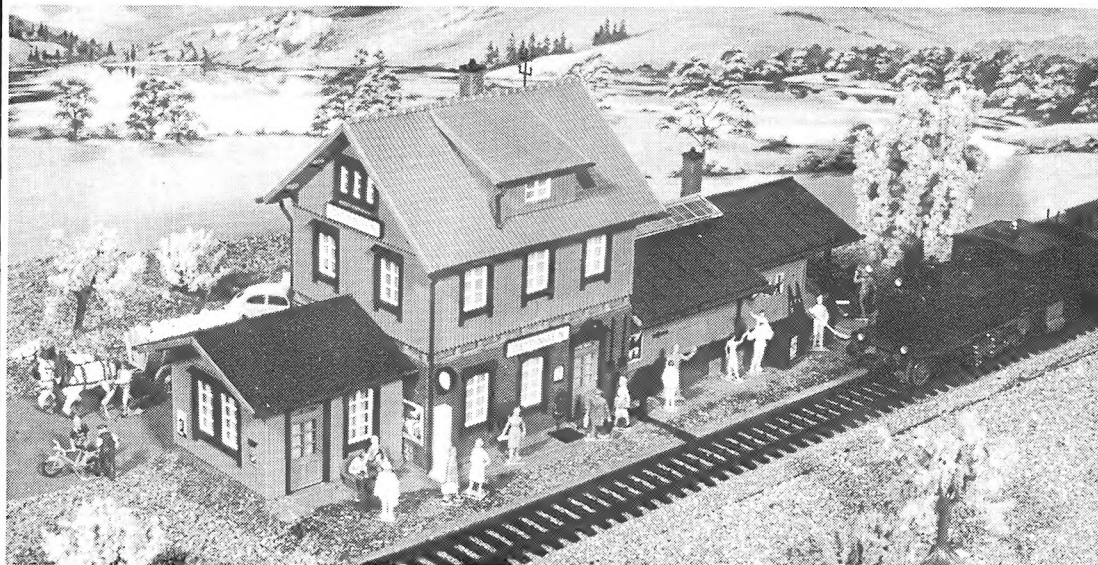
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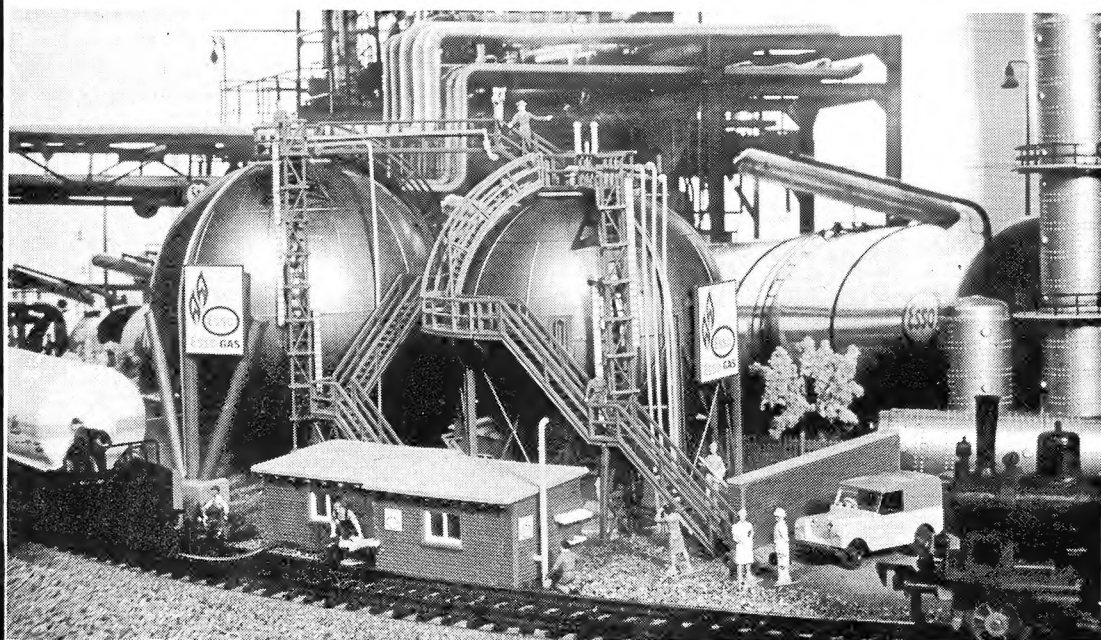
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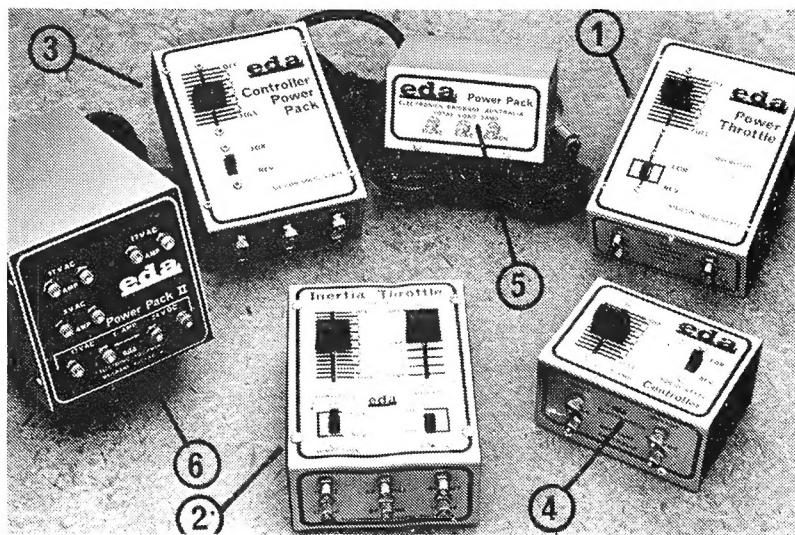
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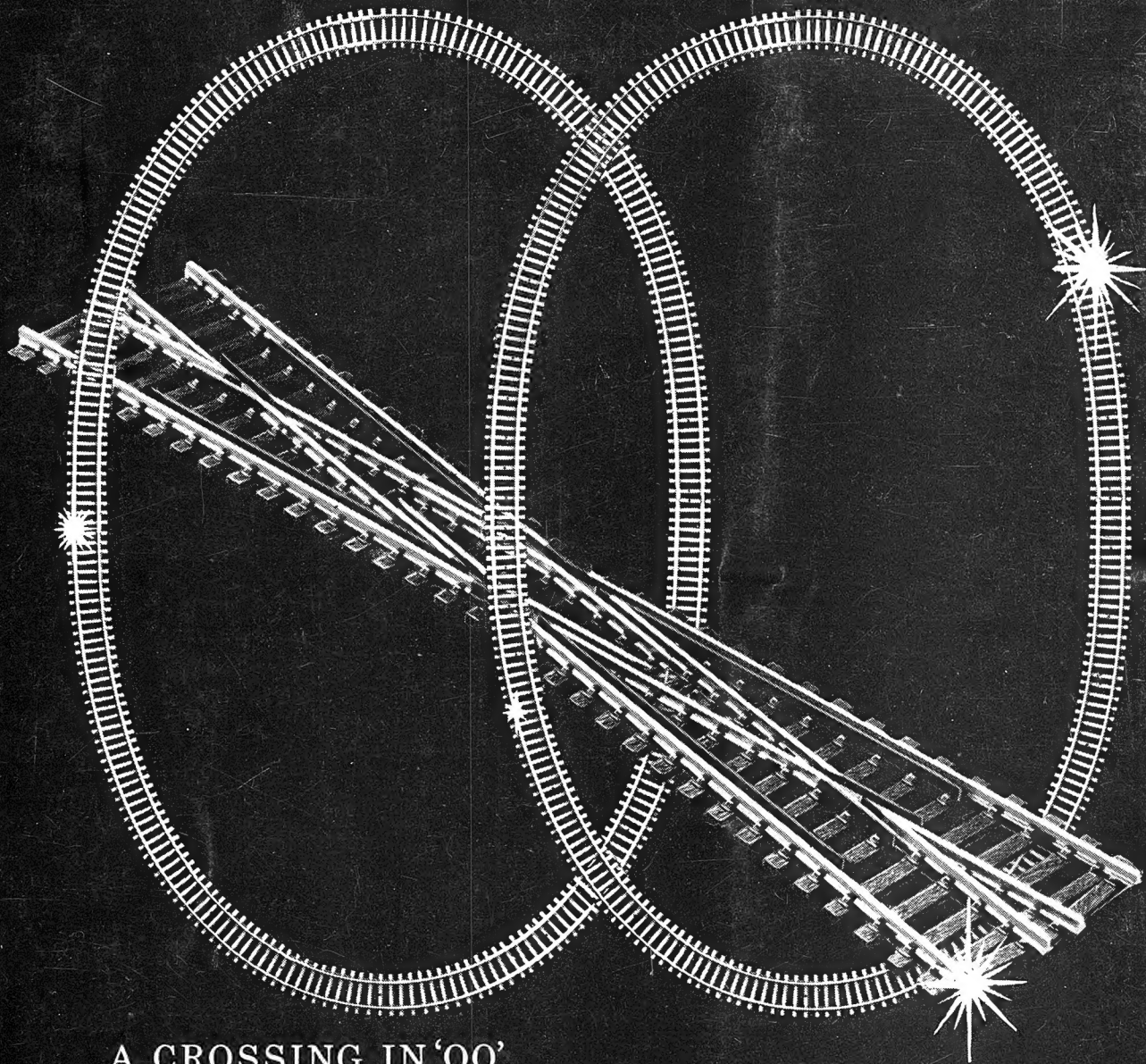
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